

Amendments to the Specification:

Please amend the paragraph (section) beginning on page 1, at line 17 as shown below:

The control of gear elements of multiple-ratio gearing for an automotive vehicle transmission are controlled typically by friction clutches or brakes, hereinafter referred to as torque transfer friction elements, to establish and to disestablish each of several forward driving ratios and one or more reverse ratios. Examples of automotive transmissions of this type are shown in U.S. Patents 6,292,731; 5,722,519; 5,553,694; 5,758,302; 6,370,463; and 6,577,939. These transmissions include controls for establishing and disestablishing ratio changes using both nonsynchronous and synchronous engagement and release of the friction elements. An example of a transmission that uses only synchronous ratio changes is disclosed in co-pending U.S. patent application Serial No. 10/712,071, filed November 13, 2003, by Steve Cicala et al., which is entitled "Adaptive Pressure Control Method For Achieving Synchronous Upshifts In A Multiple-Ratio Transmission[.]" , now U.S. Patent 6,994,647. That co-pending patent application is assigned to the assignee of the present invention.